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Services Division  
European Satellite Committee

Meeting of 26 November 1958

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Present: [REDACTED] S/COM; [REDACTED] S/CST; [REDACTED] 25X1A9a  
[REDACTED] S/TR; [REDACTED] A/E; Young, A/U; [REDACTED] 25X1A9a  
[REDACTED] M/PM; [REDACTED] M/NF; [REDACTED] I/MS; [REDACTED] 25X1A9a  
[REDACTED] St/I/R. 25X1A9a

Mr. [REDACTED] S/COM, asked for help in interpreting a map received from an Italian source (described as a party functionary) which had some puzzling designations. Mrs. [REDACTED] M/PM, suggested that a map in World War II with similar triangular designations proved to be the location of Russian air units.

Mr. [REDACTED] S/CST, asked if any of the Committee were interested in Source DS-303, a defector [REDACTED]

[REDACTED] is preparing a staff study to determine how this source is to be used. She wanted indications of interest of other analysts--requirements to be submitted and estimated time source was to be used to answer these requirements.

Mr. [REDACTED] S/TR, discussed the "tight" Berlin situation whereby East Germany is using a bold approach to get recognition as a sovereign state from Western countries. He described the economic dependence of West Berlin on the Soviet Bloc for its continued existence as far as transportation is concerned. Access to West Berlin from the west is by three air corridors, road and rail connections that almost coincide with the air corridors, and the Mittelland canal. He pointed out the differences in the situation now and at the time of the blockade of 1948-49. At that time, a lot of the rail traffic had to move through West Berlin to get to other parts of East Germany. The East Germans remedied this situation in the early 1950's by building a railroad line around West Berlin. However, part of the outer ring was built on swampy terrain and does not permit use of heavy trains. The East Germans are now bolstering this line, and it can be used for limited freight and passenger traffic. Also, a by-pass canal--the Havel-Paretz--has been constructed around the western sectors, thus obviating control of East German barge traffic by the West. Too, the East Germans have moved all auxiliary facilities for the S-Bahn elevated out of West Berlin and could refuse use of this service to the Western sectors if they so desired.

The Soviets have been continually harassing supply lines to West Berlin through demands for increased inspection and documentation procedures. Several months ago they imposed tolls on West German barge traffic on East

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Zone canals, allegedly to pay for damages accruing to East Zone real estate from the proposed West German construction of a dam on the Elbe in 1960. Most actions have been to gain recognition of East Germany and to stem the flow of defection of skilled persons to the West. The ultimate aim is control of Berlin.

Since West Berlin is an island in a communist-dominated area, there is not much the West can do if they are denied use of road or rail facilities or inland canals, except to resume an airlift operation. The West Berliners have from four to twelve months' supply of most of the necessities, but in the short run, the most drastic effect of a blockade would be the cutting off of truck transport which brings in fresh fruits and vegetables. In the long run, industries that are dependent on material supplies by rail and barge would be most adversely affected and the most difficult to supply by airlift.

The possibility of Western reprisal for a unilateral denial of access to Berlin is limited. The most effective means appears to be denial of West German exports of steel products and finished goods to East Germany.

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Mrs. [REDACTED] S/TR, said that if the Soviets placed the East Germans in control of the corridors set up under the quadripartite agreement, the West may refuse to recognize them. However, the West could give commercial airlines the choice of refusing to fly into Berlin. In answer to a question about the new Schoenefeld airport in the eastern sector, [REDACTED] said that this was the most sinister thing about the situation, because Tempelhof in the western sector would suffer economically if Schoenefeld became the airport for Berlin.

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On 3 December, Mr. [REDACTED] M/FP, will talk to the Committee on the Coal Industry in the Satellites. The meeting will be held at 1330 hours in Room 1121 M Building.

[REDACTED]  
Secretary

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